

Q&A from 7/11/2020 IBNA, 9/3/2020 CAC, and 9/11/2020 Shipyard HOA meetings

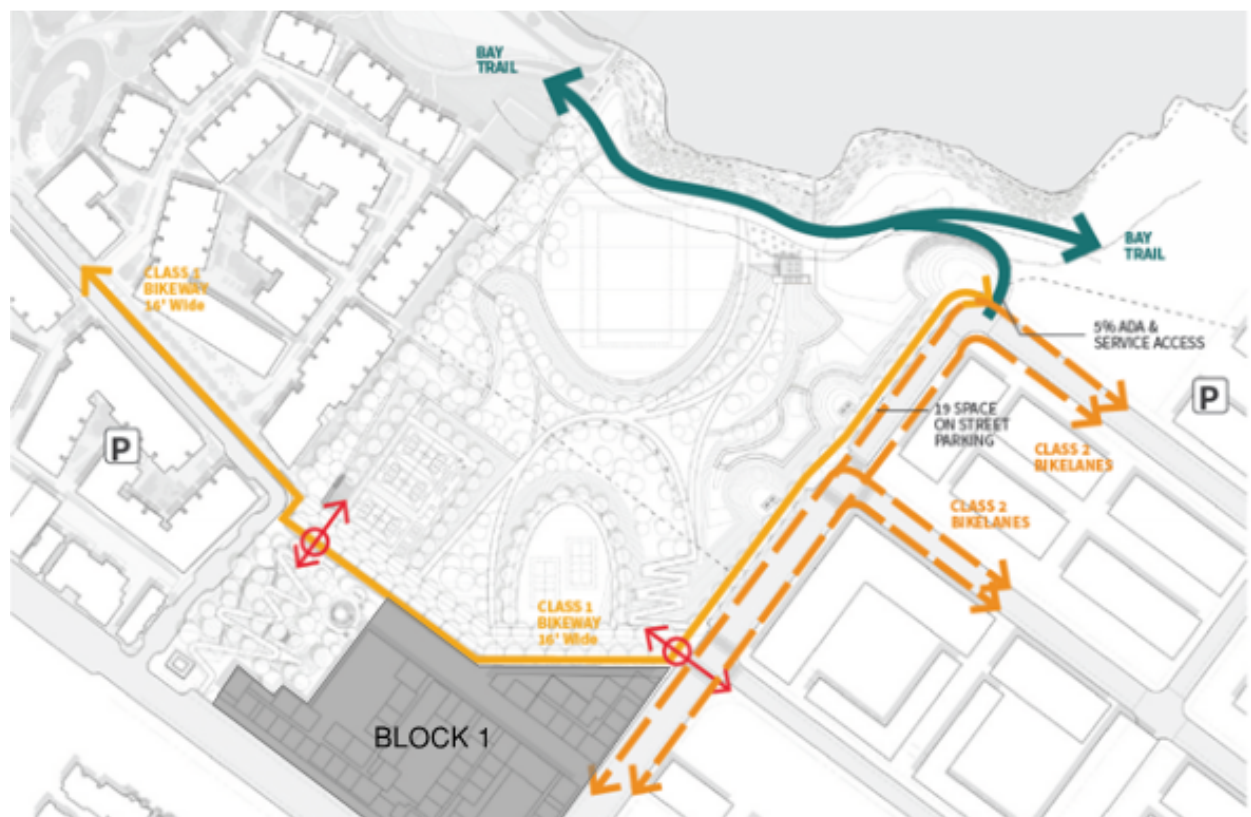
7/11/2020 IBNA Zoom Call

CONNECTIONS WITH COMMUNITY

1Q. For safety and to encourage bike commuting, a Class 1 Bike Path running parallel to Innes Avenue has been part of our Community Vision for 10 years. The Recreation and Parks Department and Build, Inc are creating it on their properties. The Class 1 Bike Path will basically use the Hudson right-of-way from Hunters Point Boulevard to Earl. Will you continue the Class 1 Bike Path through your property (from Earl to Donohue)?

1A. Per the Northside Park design provided to the developer by OCII, the Class 1 bike pathway connecting Earl to Donahue is located within Northside Park just North of the Block 1 development and is therefore the obligation of the horizontal developer for Phase 2 Hunters Point Shipyard (FivePoint). Per OCII, this will allow the bike lane to be better integrated with Northside Park when it is constructed.

Figure 1: Planned Bike Path Route Through Northside Park



Two main cycling connections permeate through Northside Park and provide regional connectivity with the existing and proposed future communities - these include both the mixed use Bay Trail, and the Class 1 Bikeway along Market Street. Donahue St provides adjacent vehicular access to the Park with opportunities for on-street parallel parking along the park edge with approximately 19 spots.

2Q. One of our goals is comprehensive planning. IBNA has been meeting with Build, Inc for 5 years. Have you worked (or will you work) with Build, Inc and the designers of "Northside Park" about the connection points between your developments?

2A. The design of Northside Park is the responsibility of the horizontal developer FivePoint and OCII. The Block 1 developer has met with Build SF on 7/24/2020 and will maintain open lines of communications especially when it comes to retail types to work to have non-duplicative and complementary business types within the 2 projects. Additionally, the developer is working with OCII to ensure cohesive integration with the design and circulation of Northside Park.

3Q. Can you indicate on your plans the connections from the Build, Inc project, Northside Park, the Bay Trail, and the existing Shipyard buildings that surround your property?

3A. Northside Park physically separates Block 1 from the Build SF development, thus there are no connections between Block 1 and the Build SF project (see Figure 2 below). The East-West Mews (Hudson St) provide two public connections from Donahue St through our project to Northside Park, and the North-West Mews provide a connection from Innes Ave to the East-West Mews. Those onsite mews are depicted on the project plans shown in Figure 3 below, and a design rendering showing the project integration with the future park is in Figure 4 below. The Northside Park interface with Block 1 is being further developed in coordination with OCII and the horizontal developer.

Figure 2 – Block 1 Site



Figure 3: Block 1 Project Plans

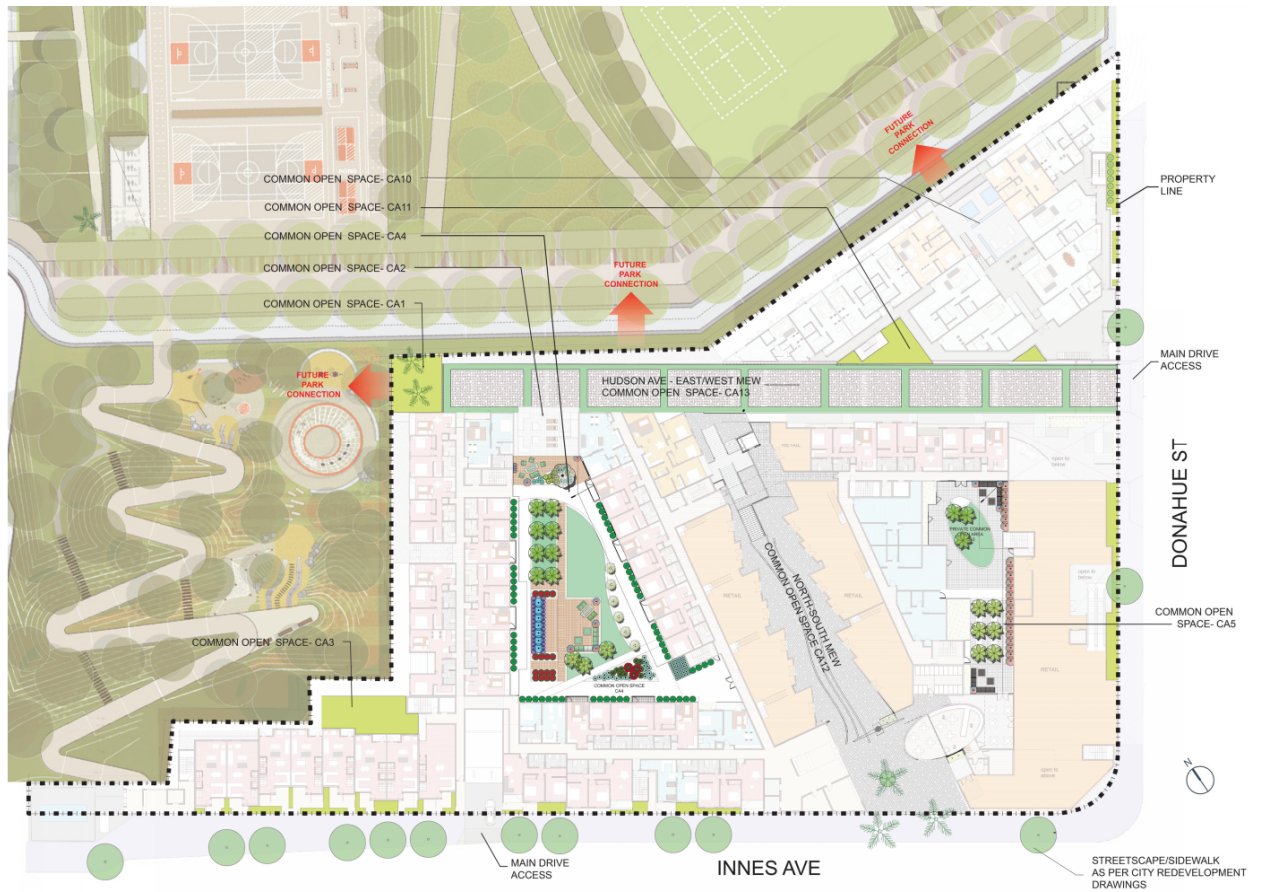


Figure 4: Built Condition Rendering – aerial looking South



4Q. We want to keep clear visual connections between the street and the open space so that this project does not create a wall between the Shipyard and the existing community. Can we review a street-level view along Innes and Donohue (as if we are walking on the streets)?

4A. As called for in OCII's Design for Development requirements, the presence of the Mews (view corridors with public access) plus the extension of Hudson within the site facilitates the visual and pedestrian connection with the future Park and Bayfront, ensuring that the community it is not deprived of experiencing the park and Bay. Figures 5 & 6 below provide some street-level views of the project.

Figure 5: Built Condition Rendering – Innes & Donahue



Figure 6: Built Condition Rendering – Donahue & Hudson



5Q. What real efforts will be made to restrict use of the dangerous driveway on Innes?

5A. The developer has revised the traffic flow to/from Innes Ave to only allow right-hand turns. This is anticipated to minimize danger associated with the referenced driveway. This will be codified as a Schematic Design Condition of Approval in the OCII Commission Resolution.

6Q. Many existing neighbors live uphill from your project. What will the rooftops look like when viewed from above? Will there be roof gardens? Decks? Solar panels?

6A. Rooftop mechanical equipment, elevator penthouses and solar panels are set back from the edges of roofs, with landscaped roof gardens located around the roof perimeters to screen mechanical equipment as viewed from the public realm and provide visual interest from neighboring rooftops.

GREEN AND OPEN SPACES

7Q. Will you confirm that all the palm trees will be replaced if these cannot be "saved"?

7A. We are maintaining the existence of 5 Palms Trees (labeled PT1 – PT5 on Figure 7 below). Three are kept at the front (around the current location), and the other two will be relocated by the end of the East-West Mews (Hudson St), at the beginning of the proposed small pocket park.

Figure 7. Palms to be Retained



8Q. Will you confirm if the “open spaces” indicated on your plans are public or tenant-only spaces?

8A. There are two different kind of open space typologies: 1) Publicly-accessible Open Spaces (The North-South and East-West Mews, including the retail mall, the fire lane and the pocket park at the end of the East-West Mews, all shown above in Figure 7); and 2) Private residential Open Spaces (common roof gardens, amenities and internal courtyards).

9Q. Would you support community efforts for early transfer of the "Northside Park" lot so it can be developed in conjunction with Block 1?

9A. The Block 1 developer has no control over the transfer of Northside Park, which is subject to a Conveyance Agreement between the US Navy and OCII. The developer would be supportive of the community to the extent that the efforts are perceived as productive, noting that there is a process and schedule for transfer of the property from the Navy. That said, the developer also sees a benefit to having this community asset complete as soon as possible.

RESIDENTIAL

10Q. The Bayview has one of the highest rates of home ownership in SF (57% vs 37% in SF). People who own homes invest more into their community. Can you explain the rationale behind so many rental units?

10A. All units will be condominiums. There are 46 units planned for sale and 178 units planned for rent initially. Those rental units could be converted into for-sale units in the future. While we cannot anticipate what the future may be, the current plan is for that number of rental units with the aim of preventing a saturation of the market initially. Developer will continue to revisit this throughout the project cycle.

11Q. Are all the units being built for condo conversion for eventual ownership or are you expecting the majority of your units to remain rental?

11A. See 10A above.

12Q. We want ours to be a family-friendly neighborhood. Can you provide the expected range of unit sizes (by bedrooms or square feet) at each price point?

12A. PROJECT A: 1B = 42, 2B = 131, 3B = 5
PROJECT B: 1B = 11, 2B = 28, 3B = 7
Average Sizes (A+B):
1B (53 total units) = 800sf
2B (159 total units) = 1000sf
3B (12 total units) = 1200sf

COMMERCIAL

13Q. Who have you contacted to fill the "grocery store" commercial space, and what other options are you considering for that space?

13A. We have been in contact with companies we view as options for a grocery store at Block 1, but we can't make a commitment to the community without first having a solid commitment from a retailer. We will need to get closer to completion of construction to get that commitment. We will provide updates to the CAC about tenanting efforts later in the project cycle.

14Q. What is your plan to fill the other commercial spaces? How do you plan to attract businesses and retain them? Do you have any plan to help locally owned businesses set up here?

14A. It is in the best interest of both neighborhood and developer to fill the retail spaces. We are committed to performing outreach to potential tenants in the neighborhood to encourage small, women-owned, and minority-owned businesses within the retail corridor. The developer welcomes input from the community, both on business types and specific businesses that would be good candidates. Additionally, the developer can commit to connecting with the San Francisco Office of Small Business to gain their insight on potential businesses that would be a good fit and that fit within the OCII requirement for allowed uses.

9/3/2020 CAC PD&F/Housing Subcommittee WebEx meeting

1Q. What is the median income for the project BMR units?

1A. The BMR units at Palmilia will be offered at 80% AMI, consistent with the requirements of the Phase 1 DDA and Housing Program. Income limits and rents will be confirmed and communicated during the marketing period which will take place approximately 1.5 years after commencement of construction, and parking spaces for these units will be unbundled (sold separately from condos). An example of applicable information for the 2020 calendar year can be found at https://sfmohcd.org/sites/default/files/Documents/MOH/Asset%20Management/2020%20AMI-IncomeLimits-HMFA_05-01-20.pdf

2Q. With only right-hand turns to/from the parking garage entrance/exit on Innes, how will traffic travel from Downtown get into the parking garage?

2A. Traffic coming from Downtown can turn left onto Donahue, left into the parking garage, and then have access to commercial parking and then to residential parking if access is provided through a secured gate. That gate was added between residential and commercial parking to facilitate the desired flow of traffic from the entrance/exit on Innes.

3Q. Please provide more information on the landscaping along Innes.

3A. The building articulation along Innes allows for a rhythm of at-grade landscaped setback areas adjacent to the sidewalk within the Block 1 property. In addition, there are residential units with direct access from the street with entryway stoops and planters. Streetscape planting within the right-of-way will be provided by the Master Developer and involves an interim streetscape plan until Innes Street is widened.

4Q. Will Morgan Heights have a view of and/or have access to the rooftop gardens?

4A. Morgan Heights residences will be able to see some of the rooftop gardens at Block 1, but those open spaces are an amenity accessible only by the tenants of Palmilia.

5Q. What is the plan to activate the businesses/large commercial space, and will there be preference to black-owned businesses?

5A. It is in the best interest of both neighborhood and developer to fill the retail spaces. We don't take this lightly and will do whatever makes sense for the partners as well as what is suitable for the community, inclusive of making a commitment to perform outreach to potential tenants in the neighborhood to encourage small, women-owned, and minority-owned businesses, including Black owned business, within the retail corridor. The developer welcomes input from the community, both on business types and specific businesses that would be good candidates and will solicit input in a public forum from the community. Please email us at donna@building-rx.com with any suggestions for consideration. Additionally, the developer can commit to connecting with the San Francisco Office of Small Business to gain their insight on potential businesses that would be a good fit and that fit within the uses allowed under the redevelopment plan.

6Q. How will the maintenance and upkeep of the public elevators be managed?

6A. There will be a maintenance contract for the property manager(s) to address the upkeep of the property as a whole, including the elevators.

7Q. Will the width of Donahue Street accommodate all the depicted lanes?

7A. The Block 1 Developer is not making any changes to the existing lane configuration on Donahue Street. Block 1 is being designed within the context of the surrounding conditions, including the adjacent public ROW and streetscape and current infrastructure plans.

8Q. Slide 22 (view from Block 51) is believed to be inaccurate in depicting a water view.

8A. We have replaced the previous rendering with that in Figure 8 below, providing an accurate eye-level view from Donahue Street.

Figure 8: Built Condition Rendering – Donahue looking North



9Q. Is the information presented also available online?

9A. See https://hpscac.net/wp-content/uploads/2020/09/200903-Palmilia-presentation-CAC-PDF_Housing-r2.pdf for the developer's presentation made at the 9/3/2020 CAC meeting.

10Q. Understanding that the Palmilia team did meet with Build SF, would it be possible for a presentation in tandem to address how each project affects the other as it relates to Hudson St, fire access, and bicycle paths?

10A. The Palmilia team will continue to maintain an open line of communication with neighboring project developers however there is currently no plan to do a tandem presentation. Northside Park physically separates Block 1 (see Figure 2 above) from the Build SF development. Additionally, the East-West Mews (Hudson St) provides a connection from Donahue St to Northside Park and the North-West Mews provide a connection from Innes to the East-West Mews. Those onsite mews are depicted on the project plans (see Figure 3 above).

11Q. Please provide information on parking numbers and an explanation of what it means for a parking space to be “unbundled.”

11A. This project has planned 226 residential spaces (approximately 1 per residential unit), 40 commercial parking spaces, 2 residential carshare spaces, 1 commercial carshare space, 2 residential loading spaces and 2 commercial loading spaces, for a total of 273 spaces within the project. Those parking spaces being “unbundled” means that a resident can choose whether they want to purchase/rent parking space, separate from the cost of the residential unit.

12Q. Bicycle access on Innes is unacceptable

12A. The decision and authority about the bicycle lane on Innes lie with SFMTA. The information shown was obtained from the SFMTA at https://www.sfmta.com/sites/default/files/pdf_map/2020/04/sf_bike_map2019_5.31.19.pdf. Note that there is an additional bicycle path planned within the future Northside Park connecting Earl to Donahue just North of the Block 1 development, along Market Street which is a 30' wide pedestrian promenade.

13Q. Please explain why project developer has “no control” of areas adjacent to the Palmilia project.

13A. The developer for Block 1 is contributing to the overall Hunters Point Shipyard neighborhood with the development of Block 1. HPS Dev. Co/Lennar is the master developer of HPS Phase 1 and remains responsible for the infrastructure outside of the Block 1 property. Lennar's infrastructure permit covers all streetscape improvements surrounding the Block 1 project. The IR7-18 land, where Northside Park will be built in the future, directly North and West of Block 1, is owned by the Navy and has not yet been transferred.

14Q. Please explain the zigzag path at Northside park.

14A. The overview for Northside Park is shown in Figure 1 above. Additional questions regarding the Park can be directed to Lila Hussain at OCII lila.hussain@sfgov.org. The winding path connecting from Innes Avenue to the future Market Street promenade within Northside park is a pedestrian access-way through the park. Because of the relatively steep topography at this location, for both ADA access and pedestrian comfort, the path has switchbacks.

15Q. How is this project being coordinated with MTA?

15A. SFMTA has reviewed traffic and circulation associated with the Block 1 Schematic Design. Further, staff at SFMTA has reviewed the broader circulation for both Phase 1 and Phase 2 development of the Hunters Point Shipyard.

16Q. Please provide a construction management plan.

16A. A Construction Management Plan (CMP) will be developed based on SF requirements as the design progresses and goes through building permit process with the Department of Building Inspection (DBI). In that plan, standard working hours will be 7am-5pm, M-F. Weekend work is allowed, Saturdays 8am-5pm, Sundays 9am-5pm, but is anticipated to be on a limited basis. All work will conform with the SF Noise Control Ordinance. Additionally, the developer will provide a point of contact for the neighbors in order expeditiously address any questions or concerns during construction, and monthly updates will be provided to the CAC, Phase 1 HOA, IBNA, Morgan Heights, and the Supervisor's Office.

17Q. Please provide information on the community outreach meetings that have occurred.

17A. The following is a list of community outreach meetings for Palmilia:

CAC Chair Dr Veronica Hunnicutt & Subcommittee (PD&F) Chair Richard Laufman
12/16/2019

CAC Joint PD&F/Housing Committees 6/25/2020

SF Bike Coalition 7/8/2020

India Basin Neighborhood Association (with representation from Morgan Heights)
7/11/2020

BUILD SF 7/24/2020

Supervisor Shamann Walton 9/2/2020

CAC Joint PD&F/Housing Committees 9/3/2020

SHIPYARD HOA 9/17/2020

18Q. Will shadow and wind studies be performed?

18A. The Hunters Point Shipyard Reuse Environmental Impact Report (EIR) addresses shadow and wind impacts to the extent required. In addition, predominant winds and the solar path has been considered for the development of the overall project.

19Q. Exterior and rooftop lighting: I am concerned about bright lights on the facade and rooftop of Palmilia that could potentially shine directly towards at my home. Is it possible for me to review the lighting plan with someone?

19A. All the conceptual lighting locations are facing towards to building façade and/or inside of the tenant courtyards. This condition will preclude the lights from shining towards adjacent neighbors. As we prepare design development documents and construction documents for the

project, lighting consultants will be able to produce the appropriate design to work toward the avoidance of light pollution. These will be available for public review.

20Q. Vehicles leaving the parking garage and turning right onto Innes Street: If the ramp is at an angle by the exit door, there is a chance the vehicle headlights will shine directly on my house on Cleo Rand Lane before they turn right. I would like to suggest the interior rampway leading to the exit door is horizontal for at least 20 feet so the headlights shine directly across the street and not upwards. Can you or someone share the plan with me?

20A. The ramp is designed so that the final approach of the ramp (accessing and exiting to/from Innes) is totally flat (not at an angle pointing upward), exceeding 20' between the sidewalk and the start of the ramp.

21Q. Noise and Trash collection:

- a. is the trash/recycling being collected within the building?
- b. is it collected in large rolling dumpsters?
- c. are the dumpsters rolled out of the building and collected by the recology / trash companies on Hudson or Donahue? I am concerned about noise.

21A. The trash is going to be collected within the building and brought to street level by janitorial staff the night before trash pickup. We are expecting that Recology will collect from Donahue. We will be coordinating with Recology regarding the most appropriate containers given that circumstance and can bring this information back to the neighbors within the monthly CAC meeting updates (see Item 16 above).

22Q. Cafe Ventilation: are the vents for the cafe ventilation system pointed towards the park and away from Innes street? I am concerned about noise from the roof fans or smells drifting towards my home.

22A. This will be addressed in later design phases, but the equipment will be wrapped by a screen, acting as a sound and visual barrier. Filtration will be provided for the mitigation of odors.

23Q. Air Conditioning, Circulation Fans, etc.: is there any concerns I should have from roof units making excessive noise that can be heard from across the street? Again, my condo is positioned so I suspect I will look directly across Innes street from my living room to your rooftop.

23A. Rooftop air conditioning condensers are substantially set back from the property line; there will also be mechanical equipment screens acting as a sound and visual barrier.

24Q. Security:

- a. are you providing physical security personnel to walk and monitor the building, interior and exterior including Innes Avenue and Donahue Street?
- b. if no, why not?
- c. if yes, what is the plan?

24A. The developers at Palmilia want a safe and secure community, just as the existing community does. The project will provide onsite security during construction, and we are open

to discussing ideas about security measures after construction, taking into consideration the ongoing neighborhood efforts at that time.

9/11/2020 Shipyard HOA meeting

1Q. 46 parking spaces for a grocery store seems insufficient.

1A. This exceeds the code requirements of 40 stalls for 20,000 sq.ft. of retail space. Additionally, the proximity to onsite and neighboring housing allows for pedestrian access to the retail spaces.

2Q. What obligations do the developers have to fill the retail space? What concrete steps will the developers take to ensure the retail space is filled?

2A. It is in the best interest of both neighborhood and developer to fill the retail spaces. We don't take this lightly and will do whatever makes sense for the partners as well as what is suitable for the community, inclusive of making a commitment to perform outreach to potential tenants in the neighborhood to encourage small, women-owned, and minority-owned businesses, including Black owned business, within the retail corridor. The developer welcomes input from the community, both on business types and specific businesses that would be good candidates and will solicit input in a public forum from the community. Please email us at donna@building-rx.com with any suggestions for consideration. Additionally, the developer can commit to connecting with the San Francisco Office of Small Business to gain their insight on potential businesses that would be a good fit and that fit within the uses allowed under the redevelopment plan.

3Q. Much of the exterior of the buildings facing the streets will be covered by living walls. Living walls rarely succeed. See, for example, the "failed" living wall on the backside of 451 Donahue.

3A. This is a misconception as the incorporation of living walls is a practical move as much as an aesthetic one. Given the strategic locations, these green walls are predominately sun facing throughout the day. There are today thousands of examples at the US and around the world that exemplify that. Additionally, when we retain the Landscape Architect they will provide a new assessment of this proposal and share it with the development team and other parties.

Additionally, given the input that the raccoons tend to nest in the 451 Donahue living wall, we will work with the designers to mitigate that problem at Block 1.

4Q. What other entities are responsible for portions of this development and what are those portions? For example, Lennar is apparently responsible for the streetscape (area between the sidewalks and the street). Please provide a list.

4A. The developer for Block 1 is contributing to the overall Hunters Point Shipyard neighborhood with the development of Block 1. Lennar is the master developer of HPS Phase 1 and remains responsible for the infrastructure outside of the Block 1 property. Lennar's infrastructure permit covers all streetscape improvements surrounding the Block 1 project. The IR7-18 land, where

Northside Park will be built in the future, directly North and West of Block 1, is owned by the Navy that has not yet been transferred and is part of Phase 2 of the Hunters Point Shipyard.

5Q. Have the developers or any other entity (e.g., SFMTA) studied the anticipated effect this development generally and the latest designs specifically will have on traffic flow? For example, because there will be no left turn into the development along Innes (only on Donahue), it seems likely that traffic could become congested on Donahue, and cars will u-turn at Donahue and Innes or drive through the Shipyard to turn around to be able to turn right into the development off Innes.

5A. The Hunters Point Shipyard Reuse Environmental Impact Report (EIR) addresses the traffic impacts of the HPSY as a whole, and additionally MTA has reviewed the schematic design submittal and the anticipated impact, specifically on Innes & Donahue. Note that the developer made the change to limit to right-hand only turns to and from Innes at the request of the community in expressed concern of safety.

6Q. Have the developers created a list of all suggestions, ideas and concerns made by community members and other stakeholders in order to take them into consideration in the design process? If so, where can we access that list?

6A. The Q&A from the 6/25/2020 CAC meeting has been posted on the CAC website (<https://hpscac.net/wp-content/uploads/2020/08/200625-QA-Developer-Responses-R1.pdf>) and the Q&A from both the 7/11/2020 meeting with IBNA and the 9/3/2020 CAC meeting are being completed and will also be provided to CAC for posting on their website.

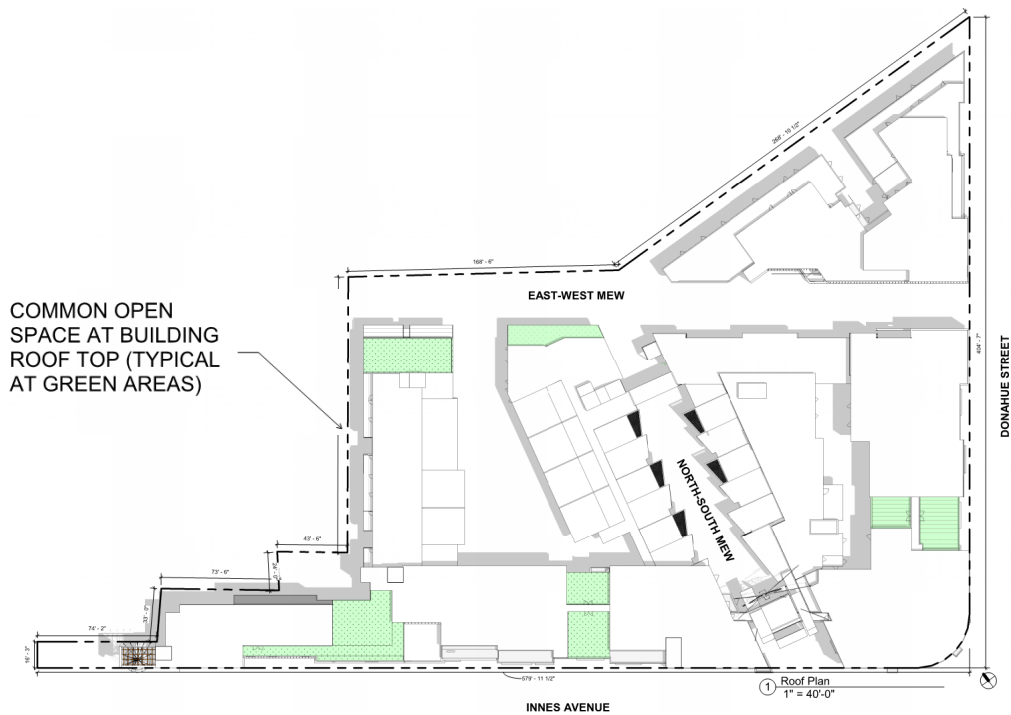
7Q. The developers at the September 3 HPS CAC subcommittees meeting said that answers to certain questions had been put in writing and are accessible on the HPS CAC website. I don't see any such information. Please provide a link.

7A. The Q&A from the 6/25/2020 CAC meeting has been posted on the CAC website (<https://hpscac.net/wp-content/uploads/2020/08/200625-QA-Developer-Responses-R1.pdf>) and the Q&A from both the 7/11/2020 meeting with IBNA and the 9/3/2020 CAC meeting are being completed and will also be provided to CAC for posting on their website.

8Q. Will any of the rooftops be green roofs? Will any of the development have solar panels on the roofs?

8A. Some portions of the roof tops are green roofs (see Figure 9 below). The solar panels are setback from the street edges far enough to avoid a visual interference with the surrounding context.

Figure 9: Green Rooftop locations



9Q. The planned dialogue between the private and public spaces is nice. The promenade between Project A and Project B is nice. The view where the fire lane meets the retail corridor and the public elevator is a nice design.

9A. Thank you for the words of support.

10Q. The plans make a major accommodation for the transformer box at Innes and Earl Street. It's interesting that the entire design must accommodate such an eyesore. Can the transformer box not be moved?

10A. The electrical substation is within an existing easement that, despite efforts to work with SFPUC to have removed, will need to stay in place. As you identify, the design works to make the necessary resulting accommodations, and the developer will, at the request of the neighbors, discuss with SFPUC the possibility of screening the perimeter of the substation.

11Q. How committed are the developers in ensuring that the connections align between this project and the Build Inc project next door and the planned Northside Park? (For example, bike paths, walking paths)

11A. Northside Park physically separates Block 1 from the Build SF development. The design of Northside Park, and its connections to the Build Inc project, are the responsibility of the horizontal developer FivePoint and OCII. The Build Inc team has copies of the Northside Park draft schematic design. The anticipated design of the future Northside Park design can be seen in Figure 1 above.

The Block 1 (Palmilia) team has been provided and taken into account the design of the future Northside Park. The E-W Mews (Hudson St) is intended to be a connection to that park for the community at the time that the park is developed.

12Q. What commitments do the developers have to ensure the success of this development once constructed? Will any of the developing entities have any ongoing obligations or responsibilities?

12A. TAD/Amanco is a community developer that has a vested interest in this community, and the other partners of the development team have joined in the goal of bringing success to this project and the community. It is the intention of the developer to follow this project through to completion, therefore having the opportunity to fulfill the obligations and responsibilities of making the project a success.

13Q. The Bayview has one of the highest rates of home ownership in SF (57% vs 37% in SF). People who own homes invest more into their community. Can you explain the rationale behind so many rental units? (Reiteration of an IBNA question.)

13A. All units will be condominiums. There are 46 units planned for sale and 178 units planned for rent initially. Those rental units could be converted into for-sale units in the future. While we cannot anticipate what the future may be, the current plan is for that number of rental units with the aim of preventing a saturation of the market initially. Developer will continue to revisit this throughout the project cycle.

14Q. Are the roofs really going to look like as presented, so clean and plain without vents?

14A. The roofs will be clean and simple. The location of vents and other mechanical equipment will be defined in the next project development phase, making careful consideration to group them as much as possible in order to keep the design as shown in our current renderings.

15Q. Presentation mentions "270 off-street parking", please highlight where these are located, very hard to believe.

15A. There are 2 levels and 131,655sf of space devoted to the 273 spaces of underground parking.

16Q. Sharply angled building walls (Residential Project B) are not aesthetically pleasing. Suggest making the wall square to the other building instead.

16A. The building geometry is reflecting the site configuration and the setbacks and other requirements coming from D4D and Building Codes.

17Q. Much needed housing in the city. Good density and much needed retail space. Love seeing this side of the city build up.

17A. Thank you for the words of support.

18Q. The building heights along Donahue do not go well with the other side of the street at 451 Donahue. 451 Donahue height steps back from the street. The building design for Block one should be changed to the height of the building along Donahue is lowered, you can easily add more height to the center of project where you do not get close to the height limit allowed for that area. This change will

allow you to get the # of units you need to make this proposal pencil out while meeting the needs of 451 Donahue residents.

18A. We are complying with the D4D guidelines, including the allocation of open spaces, mews, and heights inclusive of step-backs at the top level along the street, and the design team has worked very diligently to comply in all locations. Heights cannot be reduced while maintaining the number of units and associated sizes that are required to make the project pencil.

19Q. In the two CAC meetings you have presented a "view" from 451 Donahue roof deck that is grossly misleading at best. The buildings will completely block any view from the roof deck, please correctly represent that view. Also the view between project A and Project B is not as presented, it will be towards North Side Park and of the water in Indian Basin. Please correctly this in all future presentations.

19A. We have replaced the previous rendering and provided an accurate eye-level view from Donahue Street (see Figure 8 above).

20Q. What are the hours of construction? We have residents with babies and people who work from home along with first responders who have different shifts so while we get some noise will occur knowing the hours of construction and make sure we construction does not start too early and that hours are a little more limited on weekends.

20A. A Construction Management Plan (CMP) will be developed based on SF requirements as the design progresses and goes through plan review with the Department of Building Inspection (DBI). In that plan, standard working hours will be 7am-5pm, M-F. Weekend work is allowed, Saturdays 8am-5pm, Sundays 9am-5pm, but is anticipated to be on a limited basis. All work will conform with the SF Noise Control Ordinance. Additionally, the developer will provide a point of contact for the neighbors in order for expeditious addressing of any questions or concerns during construction, and monthly updates will be provided to the CAC, Phase 1 HOA, IBNA, Morgan Heights, and the Supervisor's Office.

21Q. During construction I am sure that there will be periods of time where the either Innes and Donahue may need to have a lane closed in order to either deal with delivery of items to the site or to assist with construction. Can you make sure that these lane closures do not occur during morning commute hours when people who drive to work are leaving so as to make sure we are not delayed in getting to work.

21A. A CMP will be developed based on SF requirements that will include this information as well. All efforts will be made to work with our neighbors to provide notifications and minimize impact within reason.

22Q. Similar to the previous lane closure item if this occurs along Donahue what will you be doing to ensure the 63 people who park in the 451 Donahue can get in and out of the building since the entrance for the garage is on Donahue?

22A. A CMP will be developed based on SF requirements that will include this information as well. All efforts will be made to work with our neighbors to provide notifications and minimize impact within reason.

23Q. All existing 5 palm trees should remain. unfortunately on renderings only 3 are preset. Please correct, give formal confirmation.

23A. We are maintaining the existence of 5 Palms Trees (labeled PT1 – PT5 on Figure 7 above). Three are kept at the front (around the current location), and the other two will be relocated by the end of the East-West Mews (Hudson St), at the beginning of the proposed small pocket park.

24Q. I just want to add that I purchased (and paid more) on the 4th floor because of the view. This project totally covers my view! The plan talks about the bay views for the renters and new owners in the project; what about us at 451 Donahue? Why can't you move the design construction further towards the water so that you don't block anyones views?

24A. The parcel boundary for Block 1 limits the extents of the development, so moving toward the water is not an option because the land is not owned by the developer. We understand the disappointment with the change to the view from 451 Donahue, and sincerely hope that we can work to bring alternate benefits to the community such as a vital retail space and attractive physical connections to the future park and Bay.

25Q. I can imagine it will be a nightmare on Street cleaning days (Tuesdays and Fridays) for most of us as there will be very limited parking. Again this is another reason why I purchased at the Shipyard vs other parts of the City.

25A. The onsite parking for residents is intended to minimize the overflow for street parking during street cleaning days.

26Q. Why didn't Lennar discuss this with us as part of their construction plan when we signed to buy at 451 Donahue? Doesn't this decrease the value of homes for those that have a view from their apartment? Taking from homeowners that invested in the building of a community in the first place.

26A. We understand that not everyone was aware of the plan for development at Block 1. This redevelopment plan has been approved since 1997 and includes this project, with the parameters defined. The plan went through much community process and was ultimately approved by the Board of Supervisors.

27Q. I love the idea of the retail space as it will be a great add on to our community. Speaking about community, what is idea behind so many rental units? Are those going to be for professional, standard rent, low income, long time rentals or short time? We are working very hard at the Shipyard to continue to add members to our diverse community and I'm interested why rent units and not sale them.

27A. The developer, too, is excited to bring the vitality of retail to the community. Regarding the rental vs for-sale residences, it is believed that bringing all 224 units to the for-sale market at one time would be a negative to all parties due to a saturation of the market and a resulting decrease in property values. The developer intends to hold 178 of the units as rentals until such time that selling them makes sense. Note that 10.7% of the units (initially 4 for-sale and 20 rental), are BMR at 80% AMI as required by OCII.

28Q. Lennar sold these units with part of the value being the community rooftop garden with City views. This feature has been prominent in all of their advertising and sales materials. We bought our unit several months ago and were immediately taken up to the roof garden/BBQ area by the selling agent,

who pointed out the added value of such a beautiful space. It does seem that with all the lower elevation area of the proposed build, the desired number of units could be built while still preserving the views and value for the existing residents on Donahue street.

28A. With the complex and sloping site, along with the constraints of the D4D, we have worked diligently to find an appropriate design solution. We understand the disappointment with the change to the view from 451 Donahue, and sincerely hope that we can work to bring alternate benefits to the community such as a vital retail space and attractive physical connections to the future park and Bay.

29Q. As ... suggested (above), the rooftop viewpoint of 451 Donahue Street was an important aspect of why many of chose to purchase our units. The height of the proposed building will obscure the view from the communal rooftop area and the view from the small terrace area extending from our unit. My partner and I are opposed to the height indicated in the current proposal.

29A. The design team has worked tirelessly to find a design solution that complies with all of the height requirements of the D4D at all locations, inclusive of step-backs at the top level along the street. Heights cannot be reduced while maintaining the number of units and associated sizes that are required to make the project pencil. We sincerely hope that we can work to bring alternate benefits to the community such as a vital retail space and attractive physical connections to the future park and Bay.

30Q. The number of units reserved for lower-income residents seems very low (less than 10%). What is the reasoning behind this?

30A. 24 of the units are BMR (equating to 10.7%) at 80% AMI, consistent with the Phase 1 DDA and Housing Program. Block 1 is a piece of the overall BMR requirements of the area within the redevelopment plan, DDA and Housing Program, and the property was sold to the Palmilia developer with those requirements as a condition of the sale. The distribution of other BMR units in the area are controlled by Lennar.

31Q. Will the development have allocated parking for the units? What percentage will receive?

31A. There are enough parking spaces for 1 space per residential unit.

32Q. Has any grocery brands been contacted for this space?

32A. Yes. We don't want to make commitments to the community without solid commitments from a retailer, and we will need to get closer to completion of construction to get to that commitment.

33Q. Will the businesses be subsidized to ensure longevity?

33A. The developer will do what is required to make the retail spaces a success but cannot at this time commit to subsidies being a part of that plan.

34Q. Will a comprehensive study be done to identify best use of retail?

34A. It is in the best interest of both neighborhood and developer to fill the retail spaces. We don't take this lightly and will do whatever makes sense for the partners as well as what is

suitable for the community, inclusive of making a commitment to perform outreach to potential tenants in the neighborhood to encourage small, women-owned, and minority-owned businesses, including Black owned business, within the retail corridor. The developer welcomes input from the community, both on business types and specific businesses that would be good candidates, and will solicit input in a public forum from the community. Please email us at donna@building-rx.com with your suggestions. Additionally, the developer can commit to connecting with the San Francisco Office of Small Business to gain their insight on potential businesses that would be a good fit and that fit within the uses allowed under the redevelopment plan.

35Q. Is an additional dog park part of the plan?

35A. We do not have a space within the extents of the private development for a dog park.

36Q. Can the use of the Storehouse be revisited if a grocery is going here?

36A. Storehouse is a Five-Point amenity. Please contact OCII with questions about the Storehouse.

37Q. Are there lenders that will actually lend to purchase homes in this area with the lawsuit about contamination going on? Are the investors of this project worried about this lawsuit and the impacts it will have on filling all the units? Several units in our building have gone up for sale recently and are selling below the price originally paid for the unit. Renting out the units in our building have been challenging and many of the units are now being rented out to section 8 housing. Are the new developers aware of the market conditions for renters and sellers?

37A. All required regulatory agencies have reviewed and signed off on the safety of the site for residential use. This includes the CA Department of Public Health who in 2018 conducted a radiological test of the site to determine whether there were any health risks to people or the environment due to radiation. Finding none, CDPH determined the site is completely safe for residential use. The developers have extensive combined experience with the for-sale/rental markets in California and other parts of the country and are familiar with the market conditions and associated risks.

38Q. Nothing about this project has taken into account the sensitivity of the homeowners in the surrounding areas. Please stop saying that the project is being sensitive to the surrounding community/pre-existing developments. The building doesn't have to go so high - this will block views. The development should not occupy all the street spots - this is taking away street parking from the other pre-existing residents

38A. We are working to gain insight and input from our neighbors to best understand others' perspectives. Regarding the parking, there are 273 onsite parking spaces for the residents and retail customers of the development. There is no specific plan for using the street parking to supplement that.

39Q. We have had issues with safety and security: break ins, theft, drug needles found on the street, etc. - what are the developers going to do to help address these issues?

39A. The developers at Palmilia want a safe and secure community, just as the existing community does. The project will provide onsite security during construction, and we are open to discussing ideas about security measures after construction, taking into consideration the ongoing neighborhood efforts at that time.